



Newsletter

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The Way it Was

Last month I asked a question about how many guys had started in RC by building their own radio. I was surprised by the number who answered. I was not surprised that most of them were members who had been in RC for a long time. Here are some more of the answers..

▶ “Jim, My first digital proportional radio was a World Engines Blue Max semi-kit . It was pretty good radio. I remember it had one assembled servo for timing the remaining three (centering position). My next radio was also a kit but a FULL kit this time. It was a Royal Electronics Tech 8-channel kit. Also, not a bad radio except for an FET in the receiver design that would fail on occasion (twice in my case, one causing the loss of a pattern ship). I also built an Ace radio kit (I think it was a MicroPro 8000 or something like that) and probably two dozen Ace servos. I still have the last two Ace Ultra servos which were fairly modern; coreless ball bearings and carbon wipers and they still work great. ... Jerel Zarestky “

(Editors note:: Seems to me like C.D. Martin also had an Ace Micropro 8000.)

▶ “ Briefly, I built the Heathkit GD-19 5-channel system in 1969. I put it in a Top Flite (Ken Willard) Schoolmaster (2 channels) with a TD .049 and a 1 oz. tank. I must have flown it 500 times. Almost every landing a dead-stick or sick engine and not enough power to stay in the air occasionally . Finally the wing folded, - from fatigue, no doubt. I want to do that again!!!

Later I built the 7-channel, single-stick Heathkit (can't lay hands on the manual right now - not with the GD-19 manual). Both were on 27 MHz. In 1976 I got my ham radio license again and converted them to operate in the 10 meter ham band. I built several flight packs and many servos - several were World Engines servos designed for the Heath systems. The whole "kit" is in the garage (I never throw anything away). I got both systems working about 10 years ago after I got back into RC 11 years ago in Sept.

Considering kit cost vs. Kraft, etc.; the CB interference, the quality of Ni-Cds back then; my learning curve, and many other factors, both radios served me very well.

The GD-19 kit was about \$200. I don't remember what the "factory" radios cost back then. Twice that? And look what you can get for \$200 today (which would be about \$20 in 1969 dollars)!...**Don Eiler “**

(**Editors note**:: I read somewhere that Phil Kraft's first production 4 channel proportional radio around 1968 cost \$2000. Obviously it wouldn't sell very many at that price. Seems like the Series Seventy 4 channel Kraft radio that I had retailed between \$500 and \$600 in 1970. I bought a used one in 1972 for a lot less.)

▶ “ **Early 60s.** Ace Commander (I think) single channel pulse. Push the button once for left; twice for right; three times for neutral. Could be set up with a 5 position rubber band powered escapement to control both rudder and elevator. I was not very successful with this rig. Late 60s Early 70s, Heath kit GD-19 5 channel AM. Digital system based on the Kraft system. Worked pretty well. Flew Lots of ½ A rudder only and Rudder, Elevator, & Throttle. Flew 4 channel Goldberg Skylark 56, Goldberg Falcon 56 & Senior Falcon, Topflight Contender. These were flown at the Oak Ridge site on Emery Valley Rd with a loosely organized club. The group moved to Blockhouse Rd in South Clinton. When we lost that field we transformed into KCRCT and flew at the land fill off Lovell Rd in Knoxville. KCRCT was just acquiring the Williams Bend site when I took a 25 year vacation while raising a family. Returned to find the Heath kit completely out dated, a paved runway, and many more trees...**Karl Gerth “**

(**Editors Note**:: The Lovell Road field club was still ETRC. KCRCT was formed when we moved to Williams Ferry in 1973.)

▶ “ **I was in** the Air Force from 1970 to 1974. I was stationed in Austin, Texas for most of that time. I trained Lloyd Ligon to fly and later went to work for his company. He owned Master Burglar Alarm and I had access to all sorts of electronic test equipment. His son and I both got the Heathkit eight channel radios and built them. I wanted a Kraft, but times were tough. In 1973 I was sent to Thailand for a year and the

Heathkit went with me. I built a box that contained my plane and all that I required to fly it. When I got to customs they opened the lid and immediately closed it back and sent me through. I was flying the same afternoon that I arrived on the base. I met a Thai engineer that had access to the base and flew R/C. He also had the Heathkit radio. He took me to carnivals off base at the monasteries where we put on airshows....**Phil Cope** “

► “ **This really** takes me back in time. When I started this hobby in the early 70's I built a Heathkit system. I remember building the transmitter, receiver and servos. The system was very reliable and I thought it was as good as the Pro-Line and Kraft radios on the market at that time. Never had a radio failure that caused a plane to crash. In the early 70's the Kaos was the "in" pattern plane. I had the Heathkit installed in a Kaos I built from scratch. Cut the foam wing cores myself. I used a .60 size German Webra engine to power the model. I remember it was one of the better engines on the market and a lot of pattern fliers used this power plant. This was the days before everyone used mufflers so it was loud. The plane flew very well, I never wrecked it and sold it to one of my flying buddies when I got transferred to a new work assignment. At that point I quit the RC hobby and didn't fly again until I moved to Tennessee and joined KCRC. ..**Carl Sten** “

(**Editors Note**::: The Webra and the Kaos was one of the best matches for pattern in that time period.

► One thing to remember; You were not allowed to mess with an RF circuit unless you were an FCC licensed radio technician. Kits (semi kits) were sold with the RF circuit already built. Even today, you are not allowed to mess with a transmitter RF circuit.).

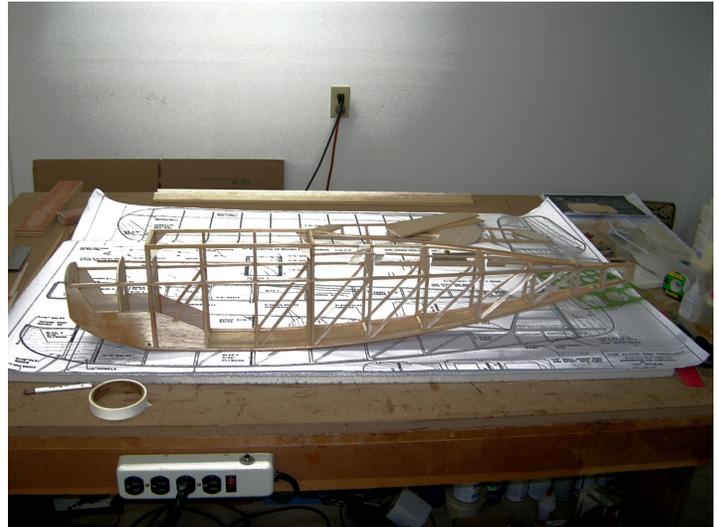
A couple of things have changed considerably through the years. Originally, an FCC license was required to operate a radio transmitter of any kind. Even our RC one watt transmitters. There wasn't a test for the Citizens band license, but you had to get a form, fill it out, send it to Washington with a couple bucks, and when you got your license, you had to have it with you when you operated the transmitter. It was a federal crime to operate it without the license. Most people folded it up and stuck it in their transmitter case.

In the seventies, the rule was loosened so that a club could get the yearly license which covered all the members. One year, KCRC club officers forgot to send in the application and the Johnson City club covered us until we got ours. The license requirement was dropped altogether sometime in the eighties, Probably because it was impossible to enforce..Jim ■

The Way It Is

► I asked members to let me know what kind of projects they are working on. With the building season almost on us, there should be a lot of activity soon. Here is the first of the answers.

► “Hi Jim, Here is a photo of what I currently have on the workbench. This is the fuselage for a 1938 Kloud King being built from AMA plans that was featured in the July 1975 Model Aviation magazine. This model was originally designed by Mickey DeAngelis but the plans I'm using were redrawn and updated by Doc Mathews. Doc's model designs have always appealed to me. The wingspan is 63 inches. The fuselage, stab, and fin is principally made of 3/16" square spruce however I substituted hard balsa stick for the diagonals and some of the spreaders to help keep the weight down. I'm going electric with this model and I hope I can keep the weight to 45 ounces so I can work the light lift. And lastly, I plan to



silk and dope the fuselage and tail and probably use transparent monokote on the wing. Hey guys, I encourage you all to go to the AMA archives or other sources for plans and research some projects. Let's bring back model building whether it be from kits, plans built, or scratch building your own designs.Dan Toombs, email toombsd@bellsouth.net “

(Editors note:: Dan, I give a hearty amen to that. That looks like a fine project you're working on. It should be plenty strong with the spruce. .Even though I don't fly very much any more, I still get a big kick out of building and piddling with models.)

► Ed Dumas sends this; “ Hi Jim, I just bought some of the materials for a scratch-built 1/5 size J-3 Cub. I'm taking the Bob Nelitz plans (originally 1/3 scale) and shrinking them down to 1/5 scale. It will be electric powered (E-Flite Power 60, Castle Creations 60 amp speed control, 5S battery) and I'll put a bunch of scale details in it. I also have an old (airframe > 20 years!) Goldberg Anniversary Edition J-3 that is getting old enough that I want a better replacement.

Haven't started construction yet, but hopefully soon. I'll keep you posted as I get closer to finishing and flying it.--Ed “

(Editors note: Love those Cubs, Ed! I think I've built five and loved them all for their ease of flying and

how beautiful they look against a clear blue sky.)

► Bill Leonard writes; "Jim: I have attached a photo of my new Goldberg *Tiger 60* (Great Planes kit). It is powered by an OS 75 AX and covered by *Solartex*. Larry Hayes constructed all the flying surfaces and I did the fuselage. It's a big plane with a wingspan of 71" and it flies pattern-type maneuvers very well. ... Bill "
(Editors Note:: Good looking model, Bill)



Illustration 1: Bill Leonard's great looking Tiger. All Goldberg designs are great flyers...

► Bill also sent me a picture of Jim Maines gorgeous Dynaflyte SE5 WW I fighter. I emailed Jim for more details and he says; " I purchased this 64" wing



Illustration 2: Jim's fine WW I fighter ready to go. I had forgotten that Dynaflyte ever kitted this model. Wish they were still available....

span SE5 from Larry Hayes who built it from a kit. I think he was afraid to fly it for what ever reason. I have a 17cc 4 stroke gas engine in it. This engine was new from Saito last April and I got one of the first units. The engine has

electronic ignition and is really cheap to run. My biggest problem is deciding whether to fly for 50 minutes on one tank or make 4 to 5 10 minute flights.

I am looking for a pilot, machine gun and a couple of other scale items to finish it out.,.,.,Jim "

Judging from the little bit of information sent in so far, building activity is not dead yet. Please keep sending me your thoughts and keep us up on your efforts. ■

Club Corner

Why Clubs Fail

by Jim Wallen, Club Corner Author

Clubs can fail in a variety of ways. The membership can lose interest. Perhaps no one in the club wants to take on the challenges of being a club officer to make things happen. Attitudes and camaraderie within the club start to fail. People just cannot get along. The primary culprit in club failure, however, is loss of the flying site.

To preserve your local club, pay attention to some very specific items. Again, being proactive in some areas increases you chances of keeping your club for a long and enjoyable period of time.

Be sensitive to noise-related issues. If you have housing nearby you always run the risk of complaint. Take on the challenge of evaluating your noise policies before some governmental agency gets a call from a disgruntled neighbor.

Get to know the site owner. Keeping the owner happy is an absolute necessity.

Play an active role in community affairs to increase the club visibility to the public. Organize a fundraiser for a local charity. March in a parade. Put on a mall show. Invite local government officials to the field and feed them some mouthwatering hot dogs.

Fun-flies and potluck dinners are great ways to help pull the membership families together. Put on a special Valentine's Day event for spouses.

Make a concerted effort to attract new members. Youth are especially desirable. They bring some fresh ideas and enthusiasm to the club atmosphere. School visitations for all ages are an investment in the club future.

Emphasize to the club membership the importance of volunteering to be a club officer. Most members just want a good place to fly and have fun. They must realize, however, that things do not just happen on their own. Members have an obligation to be a contributor. As a club president you should discuss this subject at your next club meeting.

We are all very fortunate to be a part of the most satisfying hobby in the world. With some creative effort and a little bit of work, you can keep your club postured for a healthy future.

The above was copied from the AMA Insider ■

► **Speaking** of club officers, at next month's (November) meeting, we should have a slate of

candidates for 2013 KCRC officers to announce. This means that a nominating committee will be formed at the October meeting. You guys ought to consider saying yes if asked to be a candidate. A search committee has enough trouble deciding who to ask and shouldn't have to twist any arms. I should think that fresh blood would mean fresh ideas, and they might generate some enthusiasm among the membership. Check out the opening paragraph in the above article.... ■

KCRC September Minutes

Last months meeting notes were approved. The Treasure's report, read by Joel Hebert, was approved.

Nitro fuel is still for sale at \$13.50/gallon. Interested members should contact Bill Dodge.

Safety Officer, Jim Maines, mentioned that the lock on the gate to the field today looked like it was locked, but it wasn't. Make sure that the lock is really locked by giving it a good tug.

This is the last meeting of the year that will be held at the field. All remaining meetings until spring will be held at the Fellowship Church trailer.

Old Business

Two public schools will be holding cross country runs on Sept 17th-18th. The field will be closed for nitro plane and heli flying after 3:00pm on these days for safety purposes.

The Marine Mud Run will be held on Sept 22nd and the field will be closed on this day.

The Float Fly scheduled for Sept 22nd at the Oak Ridge Marina has been cancelled because the Marine Mud Run event will also be using the marina. Other times are being reviewed and club members will be given as much advance notice as possible if it is rescheduled.

New Business

Ray Curd reported he has Navy contacts that are willing to bring enough dirt in to extend the runway up to 40ft. President Phil Spelt has taken the action to contact them for more details.

The club approved holding an October Fun Fly / Picnic / Swap meet on October 13th. Like last year, this event will have contests, prizes, and food and drinks will be available.

Motion was approved to purchase of a deep cycle battery for the boat that was recently donated by Tim and Alex Cox. Phil Spelt offered the use of his trolling motor for club events.

A reminder for the Heli Fun Fly Nov 3 and 4th. Save the date for this event. Even if you cannot fly, volunteers will be needed and a sign up sheet will be made available soon.

Model of the Month

There were no entries this month for this.

Crash of the Month

There were no entries this month.

Minutes by John Bobrek, KCRC Secretary ■

OCTOBER 13th FUNFLY

Following are the events proposed for the October 13th FunFly. Courtesy of Bill Leonard.

Spot Landing

Pilot will takeoff, circle around and land in the same direction as the takeoff. Pilot will try to land as close as he can to the spot in the center of the field. Where the airplane first touches the runway will be the point of measurement. The distance from the touch-down spot to the target spot will be measured as the pilot's score. Touch-downs that cause parts to fall off or a broken prop will not be scored. The motor does not have to be running after the landing. Lowest score wins.

Touch And Go Landings

Pilot will takeoff and land in the same direction on the runway. Looping between landings is not allowed. Timing will start at the roll of takeoff. The pilot's score will be the number of complete cycles of takeoffs and landings during the two minute period.

Highest number wins.

There are no limitations on the type or size of the airplanes used in these events.

There will also be free food and a Flea Market. An invitation to other local clubs is extended. Let us know if you're coming. ■

!!! SPECIAL !!!

KCRC Emeritus member, George Shacklett, has been inducted into the Society of Antique Modelers Hall of Fame.



Illustration 3: SAM Treasurer Ron Boots and George Shacklett. Picture courtesy of Barb Mulholland.

His induction came during a banquet held September 15th in Muncie, Indiana as part of the organization's annual flying competition. The SAM Hall of Fame is focused on acknowledging a group of talented individuals who, over time, have been dedicated to designing, building and flying model airplanes and have supported the SAM movement focused on keeping these antique model airplane designs flying.

Dr. George Shacklett is a retired family physician who began his life-long involvement with model airplanes in 1936 when he bought a 50-cent Comet Curtiss Robin kit. He built many airplanes until WW II intervened when he served in the US Navy. After leaving the service, he began his medical training and during this time built an Ohlsson 60 powered Comet Sailplane. Dr. Shacklett returned to his hometown of Rockwood, Tennessee to begin taking care of the medical needs of this community. He was later offered a faculty position at the University of Tennessee and then became chair of the Department of Family Medicine.

It was during the late '60s that George discovered that old time free flight models could be flown with RC and he began competing in SAM contests. Upon his retirement in 1995, George began a SAM contest in East Tennessee. He was the contest CD for 15 years. While his flying has tapered off a bit in recent years, George remains an outstanding builder best known for building not one but TWO full-size Goldberg Valkyrie's (one gas and one electric) which are real show stoppers whenever he brings them out to a contest. It's possible his



Illustration 4: George with one of his gorgeous Valkyrie models ..

electric Valkyrie is the first of its kind.

George served as president of KCRC and helped procure KCRC's present flying site. He reactivated the SAM chapter 43 several years ago and

this chapter now has 15 members throughout Tennessee.

He is generous with his time and expertise and is a most worthy ambassador of our hobby/sport and deserving of the honor of being in the SAM Hall of Fame. .Jeff

(**Editors note:::** The above info was written by George's friend and fellow flyer, Jeff Elliot, who also was at the SAM festivities in Muncie. Jeff also is a former president of KCRC.) ■

THIS AND THAT

► KCRC's John Heard keeps me up on the Combat Derby activity at the field. He recently sent me a picture and a note describing a recent occurrence..I screwed the picture up but I thought you might be interested in the text.

"The derby was going full blast. Several planes with lots of streamer cutting and several mid air touches. Then Larry's plane and mine had a spectacular mid air! The result of it was that Larry kept flying and mine dropped into the field like a wounded pigeon. My prop apparently broke in the collision and ended up going through my wing. I am having to redo all of the model. What a mess it is!.....John "

(**Editors note:::** This sounds exciting! I keep intending to join up with this group but they meet at a time when I can't go. I guess its just as well; even at the low cost of the equipment, I'd go broke repairing.)

► I asked Julien Morrison how the 2.4 FrSky module and rcvr he ordered from Hobby King was working out because I also ordered one for my old JR PCM-10 but haven't tried it out yet. He said he had been using his since last September in a helicopter and had no complaints at all. Maybe one day I'll break down and try mine out.

► Amazed at how small the world has become. Recently got an email from David Fox, a modeler in England. He wanted me to send his regards to Dennis Hunt because he had been a customer in the hobby shop Dennis operated in Harare back when David was a young boy. That had to be a bunch of years ago! I assume David got my email address from the newsletter. Speaking of which, any other modelers reading this newsletter might drop me a line. Be interesting to see who reads it. My email address is on the front..

► **Remember. The monthly meeting moves back to our winter pasture on the second Tuesday in October. That is over on Middlebrook Pike. See you there, maybe..Jim** ■

